




























**TOPIC 2****Blocks & Street Network****Beauregard Small Area Plan Implementation****AG Findings:**

-  = Consistent with Beauregard Small Area Plan  
 = Needs additional information  
 = Not consistent with Beauregard Small Area Plan

**2-A: STREET NETWORK AND BLOCKS**

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG FINDINGS
3.2	Require the streets and blocks depicted in the Framework Plan to be constructed as part of any redevelopment. The final location of the non-framework streets will be determined through the CDD zoning, design standards and development review process.	<b>X FIG 3</b>			
3.6	Development blocks will be sufficiently sized for market acceptable building floor plates.		<b>X</b>		
3.7	The blocks as part of the redevelopment are recommended to generally be 400 ft. x 400 ft. Block sizes of 300 ft. x 300 ft. are encouraged. Ensure permeability of the blocks and streets to encourage walking and appropriate block sizes with mid-block connections and alleys.		<b>X FIG 4</b>		
3.22	Alleys are encouraged for each block to enable the loading, servicing and other vehicular functions to be located away from the pedestrian realm. Internal alleys are strongly encouraged to be designed and constructed in a manner to ensure that they will provide shared access for adjacent properties and buildings within each block.		<b>X</b>		
8.1	The transportation network should be designed to mitigate traffic impacts associated with the Plan and to encourage non-single occupant vehicle (SOV) modes of transportation.	<b>X</b>			
8.2	To the extent possible, within the BCPA, a grid system of streets should be designed to distribute vehicular traffic, improve traffic flow, and increase pedestrian and bicycle accessibility to residences, businesses, and recreation and open spaces, and transit facilities.		<b>X FIG 1</b>		
8.3	The street network should be designed in a manner to encourage walking, bicycling and transit usage to mitigate traffic issues.		<b>X</b>		
8.5	Interior traffic circulation patterns should be designed so as to maximize vehicular, pedestrian and bicycle safety and movement.		<b>X</b>		
8.6	To the extent possible, the street pattern or grid should follow the natural terrain, minimizing alterations to the natural landscape.		<b>X</b>		

**2-B: STREET HIERARCHY**

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG FINDINGS
3.23	The hierarchy of streets is required to maintain a high-quality street environment and address a variety of needs. Alleys are not considered curb cuts for purposes of street hierarchy requirements. The street designations will be subject to the following:		<b>X</b> <b>FIG 5</b>		
	“A” Streets		<b>X</b>		
	• Curb cuts, entrances to parking garages and service bays are prohibited. “A” streets are subject to the highest design standards:		<b>X</b>		
	• Buildings will front the street;		<b>X</b>		
	• Active uses will be located on all street frontages for each level of the building; and		<b>X</b>		
	• The highest quality of architectural façade and streetscape treatment will be used.		<b>X</b>		
	“B” Streets		<b>X</b>		
	• Buildings will front the street;		<b>X</b>		
	• Active uses will be located on all street frontages for each level of the building;		<b>X</b>		
	• Minimize the number of curbs cuts per block on each side of the street. Curb cuts for each building will be permitted if the curbs cut cannot be located on a “C” street and/or alley.		<b>X</b>		
	• Main building and pedestrian entrances will be located along “B” street frontages unless adjacent to an “A” street; and		<b>X</b>		
	• A high quality of architectural façade treatment is required.		<b>X</b>		
	“C” Streets		<b>X</b>		
	• Curb cuts for internal alleys and service will be located on these streets, unless it can be determined that it is infeasible to do so.		<b>X</b>		
• Active uses will be located on street frontages.		<b>X</b>			

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG FINDINGS
3.13	The neighborhoods should be connected to one another as much as possible.		<b>X</b>		○
3.25	The mid- block pedestrian connections as depicted in Figure 19 will generally be 30 to 60 ft. wide. Require the mid-block pedestrian connections depicted in the Plan. In addition, allow for internal pedestrian connections and alleys within the blocks. The Urban Design Standards and Guidelines will address more specific requirements such as individual entries, stoops and terraces adjacent to the mid-block connections.		<b>X</b> <b>FIG 6</b>		○
4.20	An interconnected park and greenway system will be implemented to provide residents, employees, and visitors' access to local and regional active and passive recreational amenities..	<b>X</b>			○
4.21	Ensure that there are connections between adjacent developments and public parks, school and other public buildings.	<b>X</b> <b>FIG 7</b>			○
4.24	Any new development must preserve the integrity, continued existence of Dora Kelley Nature Park, Chambliss Park, the Holmes Run Park, and the Winkler Botanical Preserve, ensure that there is a comprehensive system of pedestrian, and bike trails connecting to these parks.		<b>X</b>		○
4.32	The accessibility of parks, plazas, central gathering points, dog parks, retail and the like should invite walking rather than driving.		<b>X</b>		○
8.8	(a) All new neighborhoods in the Plan area need to be connected to the street network within the Plan area; no neighborhood should be totally self-contained or functionally isolated.		<b>X</b>		○
	(d) Integrated systems of walking streets or trails should be established that connect the built environment and natural areas and open spaces within the Plan area.		<b>X</b>		○
8.19	Provide improved pedestrian connectivity along the north side of Seminary Road across I-395 (between Mark Center Drive and Library Lane, as part of the VDOT ramp improvements.	<b>X</b>			○
8.22	Provide pedestrian improvements along Seminary Road over I-395.				○
8.26	Crosswalks should be designed so that slow moving pedestrians (such as the elderly, disabled and parents with young children) are not deterred from walking by fear of crossing streets.		<b>X</b>		○
8.27	Amenities in the form of rest areas, benches, points of interest, public art and the like should enhance the walking experience and encourage people to stop/pause and interact with one another.		<b>X</b>		○

**2-D: BICYCLES**

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG FINDINGS
8.17	Provide adequate pedestrian and bicycle facilities to provide viable alternatives to motorized travel within the community.		<b>X</b> <b>FIG 8</b>		○
8.18	Incorporate a comprehensive and connected on and off-street bicycle network and signage within the Plan area, consistent with the proposed bicycle system.	<b>X</b> <b>FIG 8</b>			○
8.24	Locations for future bike share facilities should be designated at key strategic locations within the Plan area, such as near the Mark Center Transit Center, the future transitway stations, and at major commercial or mixed use nodes.		<b>X</b> <b>FIG 8</b>		○
8.25	Commuter and recreational bicycle information should be available to residents, workers and visitors.			<b>X</b>	○
8.28	Consider bike sharing program in new developments.	<b>X</b>			○

The design of streets has two parts:

1. Function
2. Streetscape (appearance)

The functional elements of a street are travel lanes, transit lanes, bike lanes, landscape strips, sidewalks, etc. How much room do all of these things need and where do they go? These functional elements are described in detail in the street cross-section graphics attached. The cross-sections show how certain portions of roads within the Small Area Plan will look. In general, the streets are designed to reflect the City's street right-of-way width standard of 66 feet, the same width as streets in Old Town. As the Small Area Plan recommends, certain streets are particularly important and require more specificity in design, for example the street lining Dora Kelley Park. These recommendations are reflected in the cross-sections.

After the space needed for all the parts of the street is determined, the streetscape is designed. The streetscape defines how the street will look. It includes the landscaping, types of trees and plants to be used, materials for the sidewalks and planters, selection of street furniture and lighting, etc.

Both the function of the street and the streetscape are addressed in the Design Standards and Guidelines

### 2-i: STREET FUNCTION

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG FINDINGS
3.17	Bulb-outs are encouraged for all streets where parallel parking is provided.		<b>X</b>		○
3.19	North Beauregard Street will be configured to accommodate the dedicated transit lanes and transit stations.		<b>X</b>		○
8.8	(b) Pedestrian facilities should be designed at an appropriate width for the context in which they are located (i.e. wider in commercial and transit station areas) and be compliant with the Americans with Disabilities Act (ADA).		<b>X</b>		○
	(c) Appropriately sized landscaped strips or tree wells with trees and/or plantings should be incorporated to provide an adequate buffer between the sidewalk and adjacent streets and parking spaces.		<b>X</b>		○
8.20	Intersections by schools will be designed to minimize crossing distances for pedestrians. Non-motorized connectivity, with sidewalks and shared-use paths, will be provided between schools and adjacent neighborhoods.		<b>X</b>		○
8.23	The shared use paths should be designed to enhance pedestrian and bicycle safety, especially at driveways, street intersections and across the proposed ellipse. Shared use paths will be a minimum of 10 feet wide.		<b>X</b>		○

Beauregard Small Area Plan Chapter	RECOMMENDATION	Coordinated Development District	Design Standards & Guidelines	Development Special Use Permit	AG FINDINGS
3.3	The building setback for new buildings will be 30 feet on North Beauregard Street, excluding the Required Retail areas, to enable a double row of street trees and 10ft. sidewalk-trail.		<b>X</b>		○
3.4	The trees within the median and street trees on North Beauregard Street will be a minimum of 4" caliper at installation.		<b>X</b>		○
3.5	The building setback for new buildings on Seminary Road will be a minimum of 20 feet.		<b>X</b>		○
3.15	While each neighborhood will have unique design and character, consistent and unified elements such as the streets and streetscapes will unify the neighborhoods.		<b>X</b>		○
3.16	Improve and enhance the North Beauregard Street frontage with streetscape improvements, buildings, and landscaping. (Figure 16A)		<b>X</b>		○
3.18	The Urban Design Standards and Guidelines will include streetscape standards for plantings, materials, street trees, sidewalks, street lights, and associated streetscape elements.		<b>X</b>		○
3.20	North Beauregard Street is central to the visual perception/image of the community and will be for an urban, tree-lined boulevard that will provide enhanced tree canopy over time.		<b>X</b>		○
3.24	Require streets to emphasize the pedestrian and bicycles.		<b>X</b>		○
3.28	Create an urban building scale and relationship between buildings, streets and open spaces to encourage walkability and the use of transit.		<b>X</b>		○
4.26	The street adjacent to Dora Kelley Nature Park will be designed in a manner to be compatible with the adjoining park through the width and treatment of the street consistent with Figure 16E. The final design details of the street will be part of the Urban Design Standards and Guidelines.		<b>X</b>		○
8.7	(b) All streets, including North Beauregard Street and Seminary Road should be walkable (i.e. adequate sidewalks, landscape buffers, lighting).		<b>X</b>		○
	(c) To the extent possible, all collector and local streets should have on-street parking and provide pedestrian refuges, as well as landscaping, be designed to reduce vehicular speed and promote pedestrian safety. Pedestrian bulb-outs, crosswalks and countdown signals should be provided where appropriate to improve pedestrian safety, visibility and minimize street crossing lengths.		<b>X</b>		○
8.8	(c) Appropriately sized landscaped strips or tree wells with trees and/or plantings should be incorporated to provide an adequate buffer between the sidewalk and adjacent streets and parking spaces.		<b>X</b>		○
8.9	(a) Streetscape appearances within the Plan area should be improved to include new sidewalks, street trees, landscaping, decorative streetlights, benches, trash receptacles, signage, bike racks etc.		<b>X</b>		○
	(b) Lighting should be attractive, be pedestrian scale and promote pedestrian, bicycle and vehicular safety.		<b>X</b>		○

**FIGURE 1: Existing and Proposed Street Network**

Diagrammatically, the existing street network looks like the picture below on the left—pods of streets that have a single connection to a main artery. The proposed street network will create a grid system, providing more options and a more efficient traffic pattern.

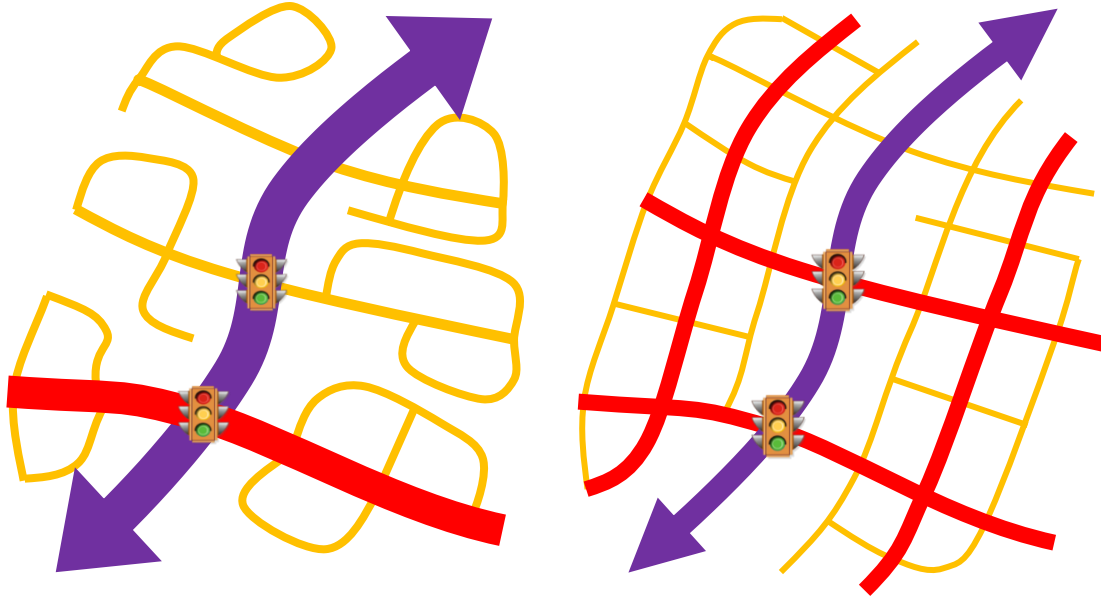
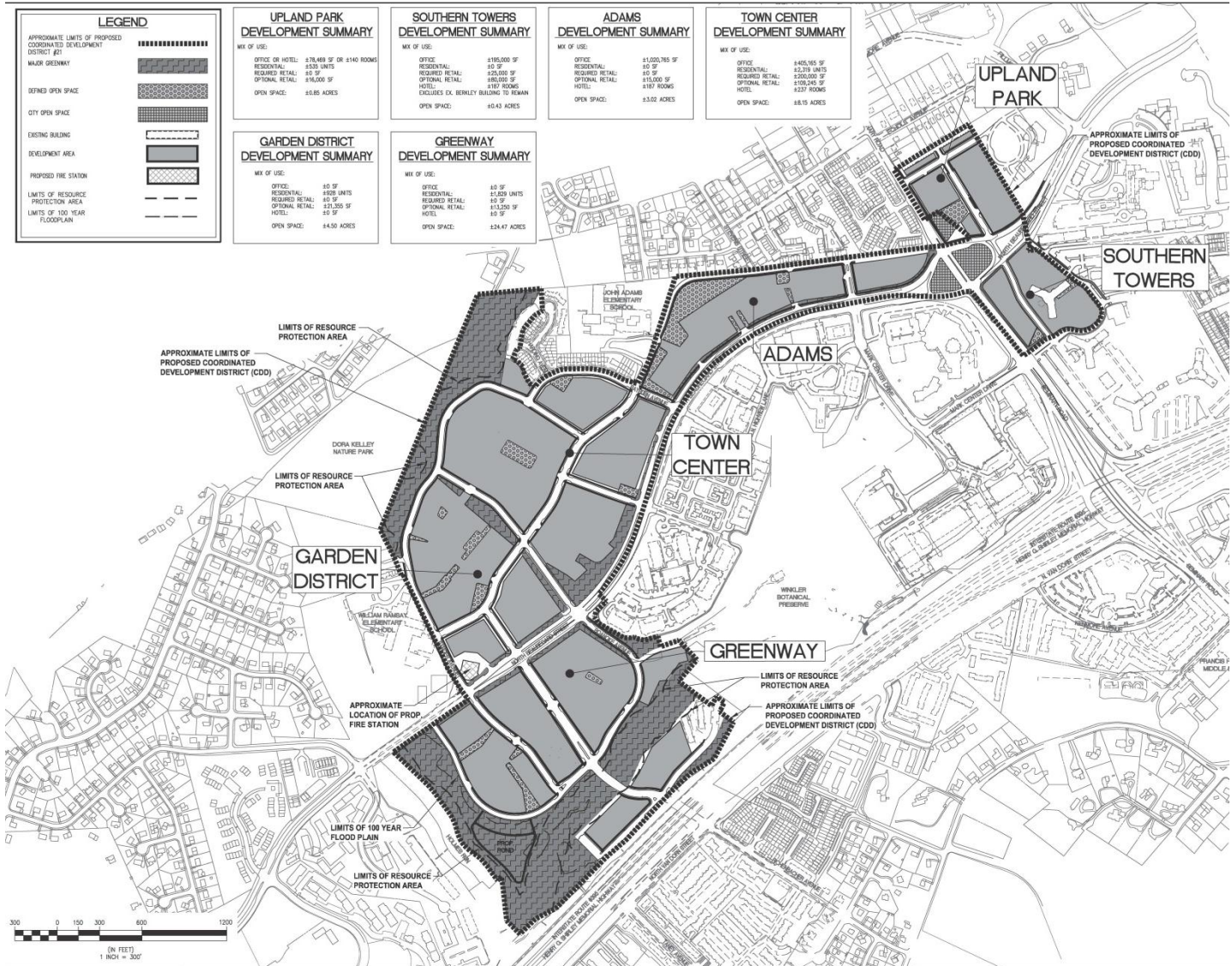




FIGURE 2: Framework Streets



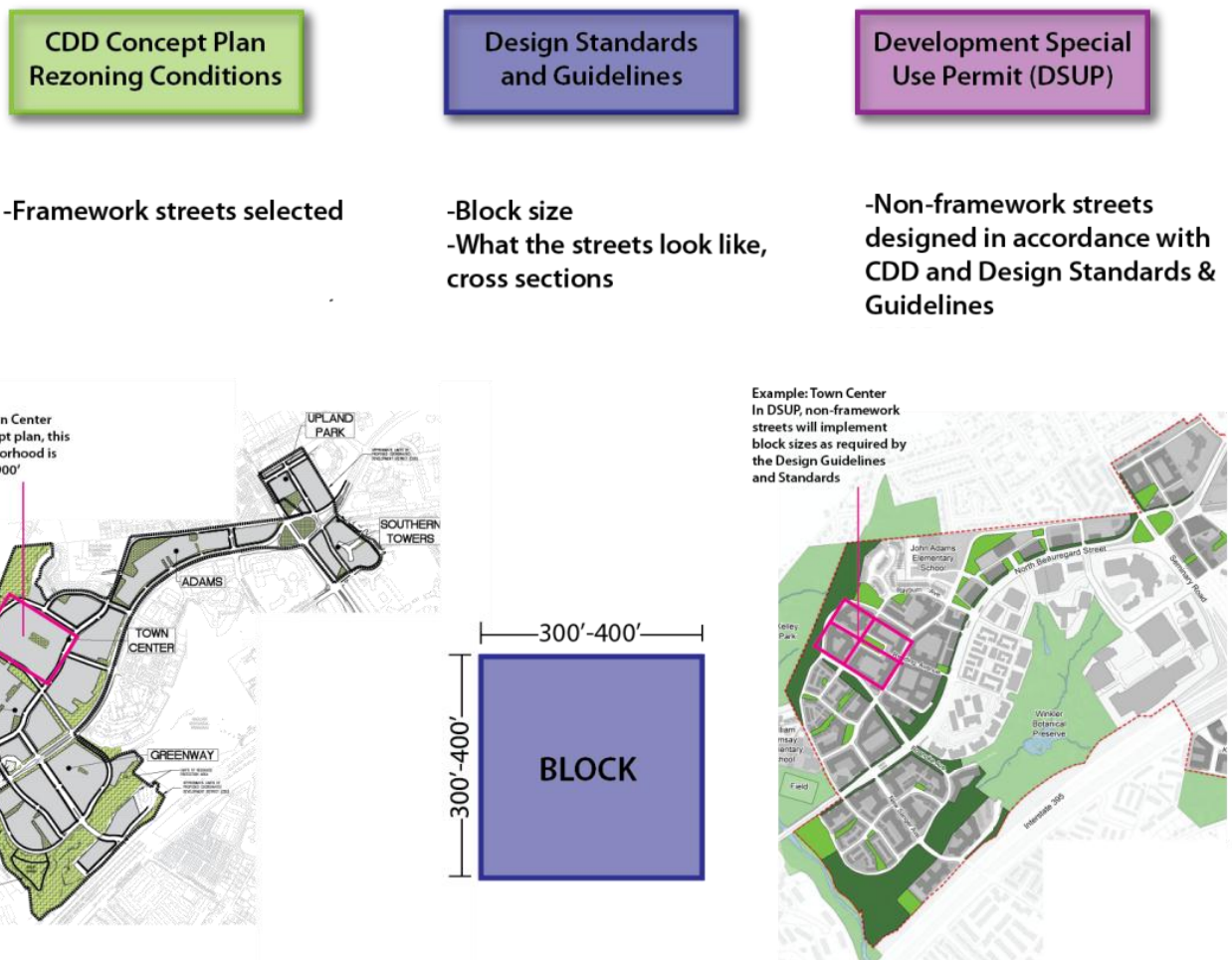


### FIGURE 3: Implementation of the Block and Street Network

Figure 3 shows how each of these recommendations will be addressed through the three governing documents (CDD/Rezoning, Design Standards and Guidelines, and DSUP)

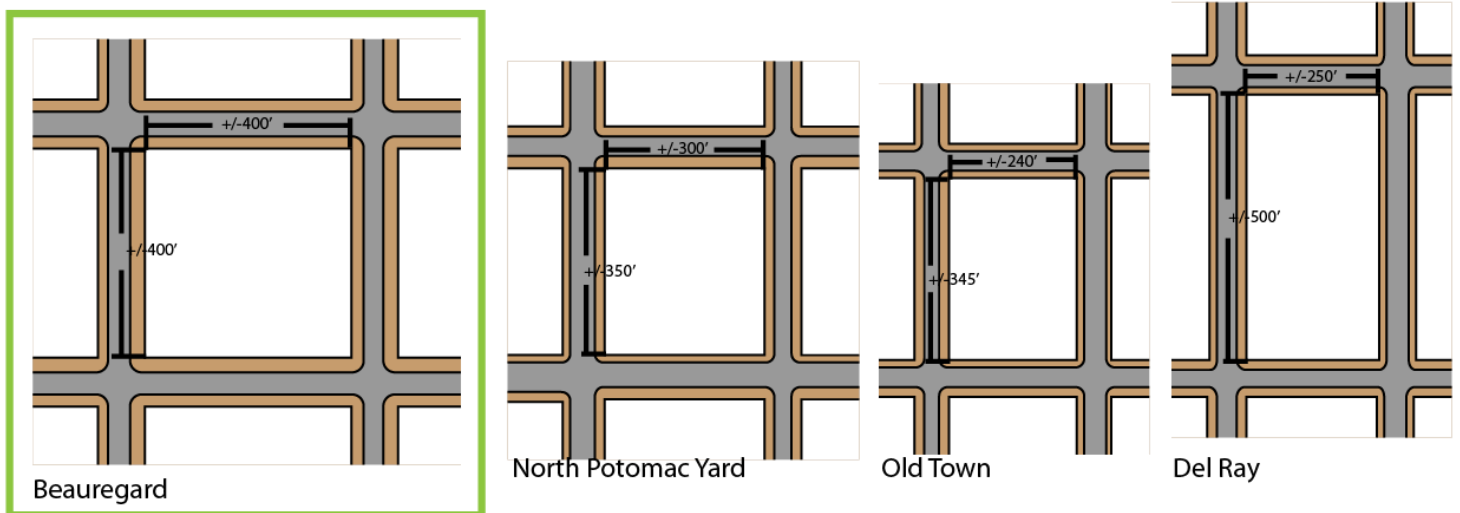
In the CDD/Rezoning, the framework streets are determined and conditioned.

In the Design Standards and Guidelines, block size is determined and required. The framework streets from the CDD/Rezoning do not necessarily determine the final block layout. In the Town Center example, the framework streets surround a “block” which is much bigger than the final design. In combination, the required block size, other design standards and guidelines, and the non-framework streets will determine the final development, which will be an approximation of the illustrative plans from the BSAP.



**FIGURE 4: Relative Block Sizes**

Figure 4 compares the approximate sizes of blocks in four neighborhoods in Alexandria. The proposed block size in the Beauregard Small Area Plan has a perimeter of 1600'. In this diagram, the block is 400'x400', though based on the Design Standards and Guidelines, these blocks could have a variety of dimensions as long as they result in a perimeter of approximately 1600' and are between 300'x300' and 400'x400'. Currently, the block size in Beauregard is unevenly distributed, ranging anywhere from around 350'x500' in some parts of the residential areas to approximately 1600'x1000' in Southern Towers. Establishing a required block size within redevelopment will help make the Beauregard area more pedestrian-friendly and create a more efficient street network for traffic flow.



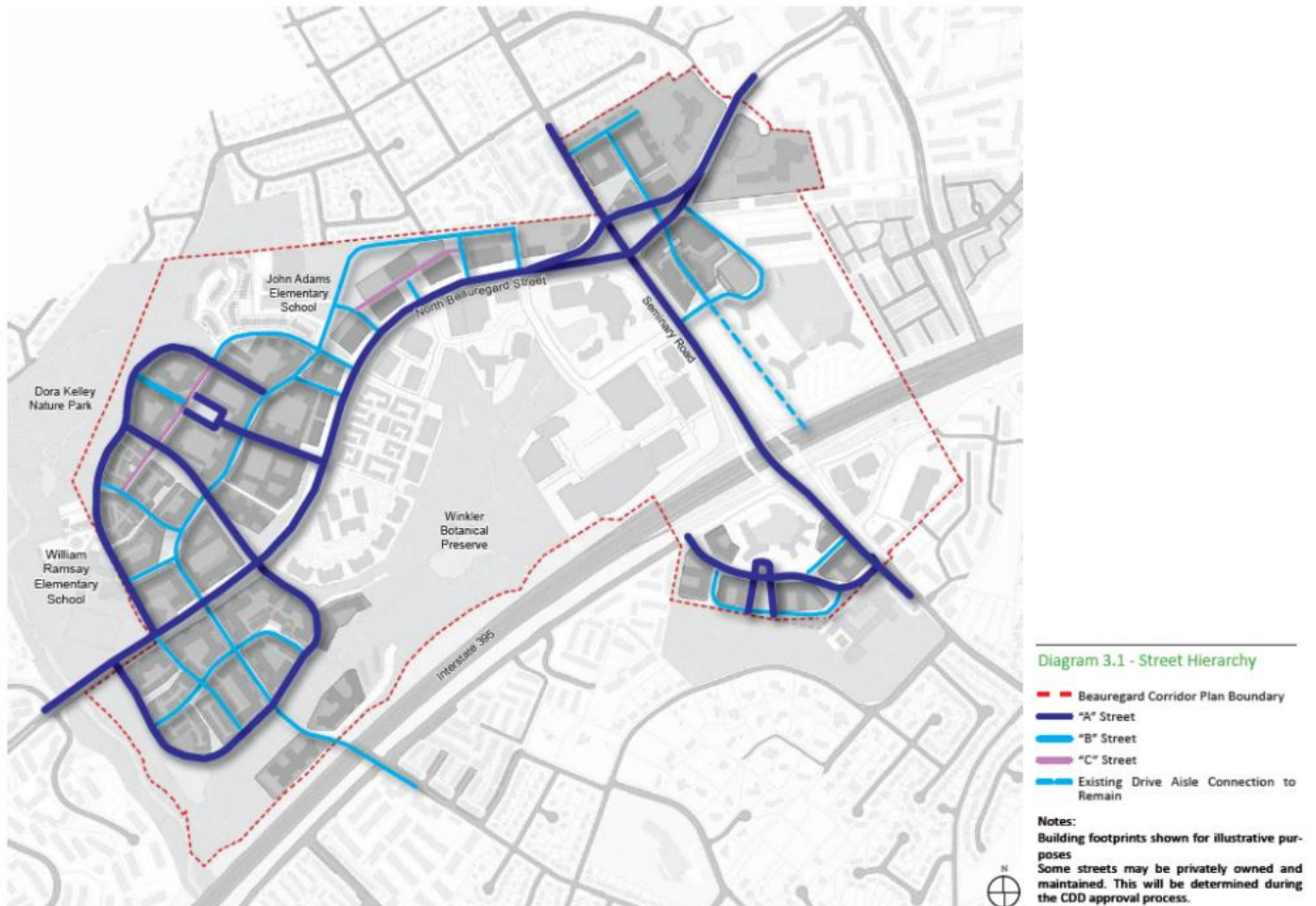
**FIGURE 5: Street Hierarchy**

Figure Y shows the recommended hierarchy of streets as described in the Small Area Plan and defined in the Urban Design Standards and Guidelines.

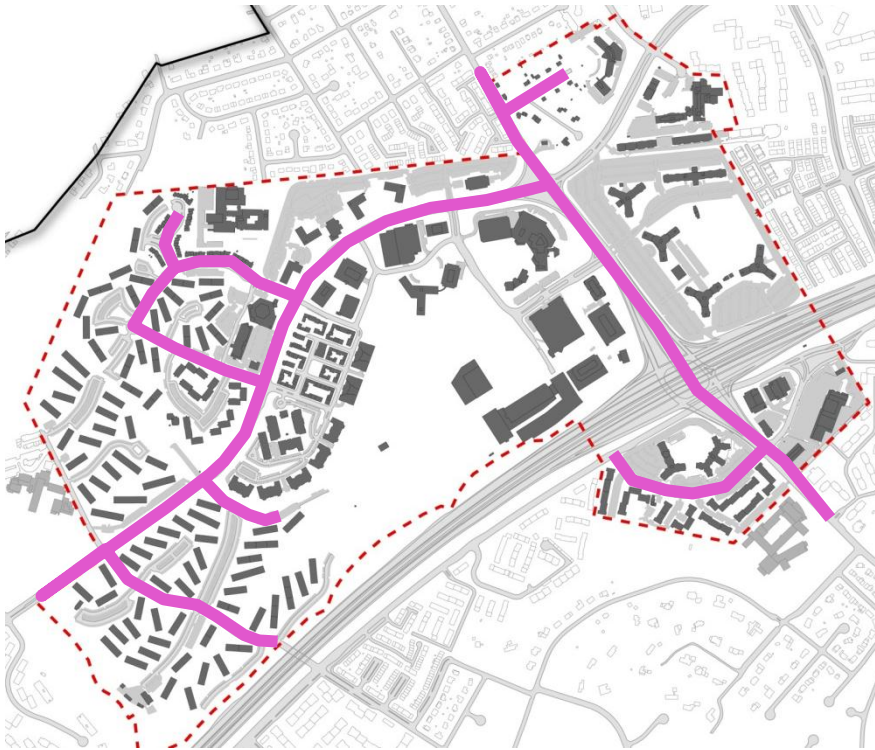


### FIGURE 6: Mid-Block Pedestrian Connections

As described by recommendation 3.25, the mid-block pedestrian connections in the Greenway and Garden District neighborhoods will be generally 30-60 feet wide, surrounded by buildings. Examples of what this will look like are depicted to the right.



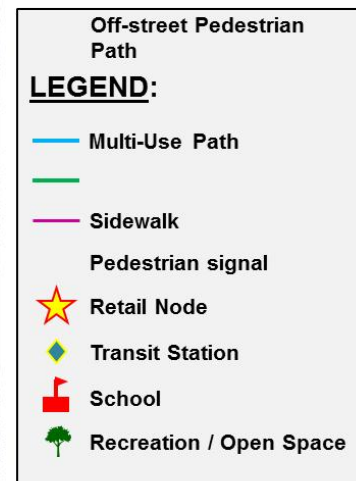




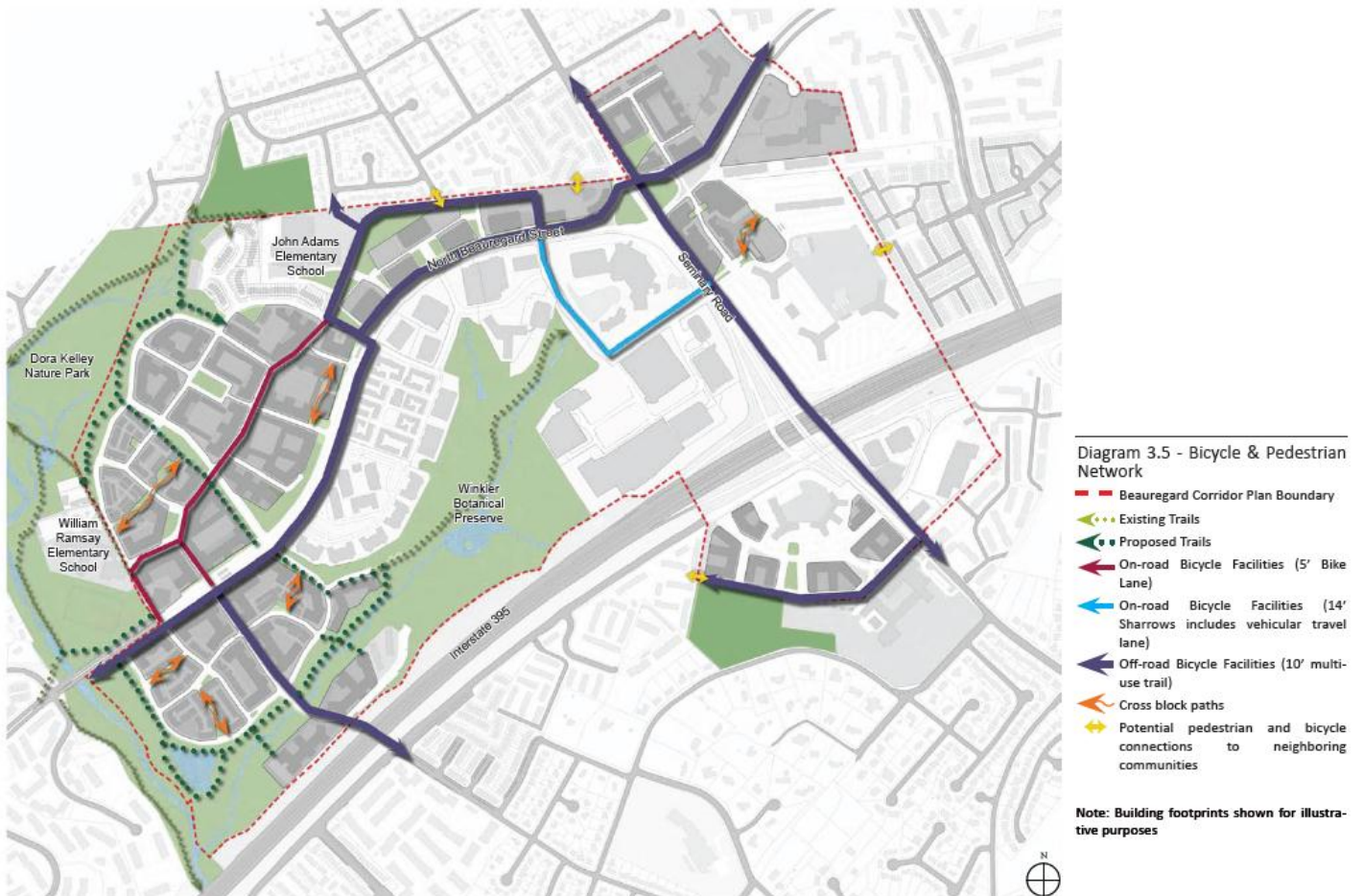
**FIGURE 7: Pedestrian Improvements – Connectivity and Walkability**

The existing pedestrian pathways are depicted at the right. This shows a very low level of connectivity and walkability.

Below depicts the pedestrian pathways as proposed by the Small Area Plan. There will be a network of pathways that follow the grid pattern of streets connecting points of interest, retail, open space, and schools.





**FIGURE 8: Bike Network and Facilities****FIGURE 9: Ellipse Plan View**